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ORIGINAL

Decision 93188

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of CALIFORNIA TRUCKING)
ASSOCIATION, to amend the provisions)
governing the bonding requirements)
of General Order 102-G.)

Application 59014

ORDER CORRECTING CLERICAL ERRORS

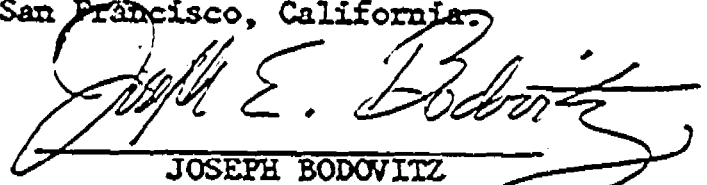
The Commission has been informed that there are certain clerical errors in Decision (D.) 93146 issued June 2, 1981.

Under Resolution A-4661,

IT IS ORDERED that those clerical errors are corrected by substituting page 4 of Appendix B attached for page 4 of Appendix B contained in D.93146.

This order is effective today.

Dated June 4, 1981, at San Francisco, California.



JOSEPH BODOVITZ
Executive Director
Public Utilities Commission
State of California

1. Name and T-number of the subhauler.
 2. Freight bill number and the date.
 3. Date shipment completed.
 4. Gross due the subhauler, deductions therefrom, and net amount due the subhauler.
 5. Date payment tendered to the subhauler.
5. Payments to Subhauler and Sub-subhauler:
- a. The prime carrier shall pay to the subhauler or sub-subhauler the charges specified in the agreement provided in paragraph 4 hereof within 15 days after the completion of the shipment, excluding Saturdays, Sundays, and holidays, by the subhauler or sub-subhauler. In case of conflict between this paragraph and the provisions of a minimum rate tariff of this Commission, the minimum rate tariff shall apply.
 - b. In instances where the subhauler is paid on a percentage of the freight bill revenue, the prime carrier (other than agricultural or seasonal agricultural carriers) shall make available to the subhauler, upon request, at or before the time of settlement a rated copy of the freight bill or bills. In the instance where the subhauler is paid on a different basis, the prime carrier (other than agricultural or seasonal agricultural carriers) shall permit inspection of the original rated freight bill or freight bills upon request by the subhauler. The foregoing provisions do not apply in those instances in which five or more shipments have been consolidated by the prime carrier for transportation by the subhauler in a single movement, or where payments to subhaulers are made under the provisions of Minimum Rate Tariffs 7-A, 17-A, and 20. A prime carrier may take reasonable steps to delete confidential information from the freight bill furnished the subhauler but shall not delete the charges actually assessed or the information necessary to determine such charges.
6. Payments to Lessor-Employees of Equipment:
- The lessee-employer shall pay to the lessor-employee of the equipment the charges specified and in the manner provided in the written agreement. In the event the lease is canceled the lessee-employer shall pay the charges on or before the 20th day of the calendar month following the termination of the lease.
7. Bonding Requirements:
- a. No carrier shall engage any subhauler or sub-subhauler or lease any equipment as a lessee from a lessor-employee unless and until it has on file with the Commission a good and sufficient bond in such form as the Commission may deem proper, in a sum of not less than \$15,000 which bond shall secure the payment of claims of subhauler, sub-subhauler, and lessor-employees of highway carriers in accordance with the terms of paragraphs c, d, e, and f, hereof.